



- 1 EXISTING AGGREGATE SHOULDERS, TYPE B, 21/2"±
- 2 EXISTING BITUMINOUS SHOULDERS, 6"±
- 3 EXISTING BITUMINOUS BASE COURSE WIDENING, 9"±
- 4 EXISTING PCC PAVEMENT, 8"±
- 5 NOT USED

TEMP EASEMENT

VARIES

SEE STRUCTURAL

6% & VARIES

TEMP EASEMENT VARIES

6% & VARIES

SEE STRUCTURAL DRAWINGS FOR MORE

WALL INFORMATION

5.00′

25)

5.58'

(33)

23

5.00

DRAWINGS FOR MORE

WALL INFORMATION

- 6 EXISTING BITUMINOUS OVERLAYS, 5"±
- 7) NOT USED
- (8) EXISTING COMBINATION CONCRETE CURB & GUTTER, TYPE M-4.24
- 9 NOT USED
- 10 EARTH EXCAVATION
- 11) PAVEMENT REMOVAL
- (12) COMBINATION CURB AND GUTTER REMOVAL
- 13 NOT USED
- (14) NOT USED
- (15) NOT USED
- 16 NOT USED
- POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 11/2"
- 18 POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 21/4"
- 19 HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 91/4"
- 20 NOT USED
- (21) NOT USED
- 22 AGGREGATE SUBGRADE 12"
- (23) BITUMINOUS SHOULDERS 6"
- 24) AGGREGATE SHOULDERS, TYPE B 6"
- 25 RETAINING WALL
- 26) NOT USED
- 27 NOT USED
- (28) TOPSOIL EXCAVATION AND PLACEMENT, 4" / SEEDING CLASS 2A
- 29 NOT USED
- 30 SUB-BASE GRANULAR MATERIALS, TYPE C
- 31) GEOTECHNICAL FABRIC FOR GROUND STABILZATION
- 32 NOT USED
- (33) STEEL PLATE BEAM GUARDRAIL, TYPE A



PG GRADE	SBS		SBS	
	PG64-28	PG64-22	PG64-28	PG58-22
MAX % RAP				
ALLOWABLE	10%	25%	10%	40%
DESIGN AIR	4.0% @	4.0% €	4.0% @	3.0% ₪
VOIDS	N50	N50	N50	N50
MIXTURE			IL 12.5 OR	
COMPOSITION	IL 19.0	IL 19.0	IL 19.0	IL 19.0
FRICTION				
AGGREGATE			MIXTURE D	
DENSITY TEST	CORES/	CORES/	CORES/	
METHOD	NUCLEAR	NUCLEAR	NUCLEAR	•

BINDER

(U.S. ROUTE 6)

13.00'

2.0%

(31)

EXISTING ROW VARIES

16.00' & VAR.

(28)

.WARP CROSS SLOPE AS DIRECTED BY

THE ENGINEER TO MEET 1.5% CROSS

SLOPE AT NETTLE CREEK BRIDGE

.. NETTLE CREEK BRIDGE OMISSION STA 448+76.01 TO STA 450+82.23

41.58

5.00

39 23 24

(SEE BRIDGE PLANS)

EXISTING ROW VARIES 41.58'

••• (24) ONLY STA 456+31.21 TO STA 458+60.00

SHOULDER

5.00′

4%

POLYMERIZED

SURFACE

16.00' & VAR.

EXISTING ROW VARIES

4.00′ 2′ 5.00′

6" TYP

EXISTING ROW VARIES

30

2.0%

(17 (18 (19 (22)

PROPOSED U.S. ROUTE 6

PROPOSED U.S. ROUTE 6

STA 456+31.21 TO STA 460+04.00\*\*\*

POLYMERIZED

BINDER

STA 444+41.21 TO STA 456+31.21\*\*

- THEORETICAL DENSITY, EXCEPT THAT WHEN PLACED AS FIRST LIFT ON AN UNIMPROVED SUBGRADE THE MINIMUM PERCENT COMPACTION SHALL BE 92.0 PERCENT. THE MAXIMUM THEORETICAL DENSITY SHALL BE DETERMINED FROM THE MOVING AVERAGE AS SPECIFIED IN THE OC/QA SPECIFICATION.
- \*\* IF RAP OPTION IS SELECTED, THE ASPHALT CEMENT GRADE MAY NEED TO BE ADJUSTED. THIS WILL BE DETERMINED BY THE ENGINEER.

BOWMAN, BARRETT & ASSOCIATES INC. CONSULTING ENGINEERS i30 E. RANDOLPH STREET CHICAGO, ILLINOIS 60601 JOB NO. 541

	REVISION	S
	NAME	DATE
	BDD	DATE 5/1/0
ID I		
115%		
IBI		

U.S. ROUTE 6 U.S. ROUTE 6 TYPICAL SECTIONS

ILLINOIS DEPARTMENT OF TRANSPORTATION

SCALE: VERT. NTS HORIZ. NTS DATE \$SDATE

DRAWN BY RGR CHECKED BY DDM